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Private and Special Dining Rooms.

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Ladies' Afternoon Tea Rooms with European

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Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

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Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each Floor.

Table D'Hoté at separate tables.

For Terms, &c., apply to the—
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Hongkong, 10th June 1903.

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A LITTLE CHANGE.

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Hongkong, 16th April, 1904.

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A. S. WATSON & CO.
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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

[31]

NOTICE TO CORRESPONDENTS
Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to THE EDITOR, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of Daily Pages should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PIAES, Quay 4, D.C. 5th Et' Lieber's P.O. Box, 33. Telephone No. 12.

BIRTHS.

On the 6th March, at "Scramble House," Sandakan, the wife of P. BURRAG, of a daughter. On the 27th March, at Lahut Dato, the wife of A. ZANDER, of a son.

On the 1st May, at "Inverlochy," Scotts Road, Singapore, the wife of A. EMMIE BENZIE, of a daughter.

On the 2nd May, at Lucilla Cottage, Bukit Timah, the wife of J. W. R. SCOTT, of a son.

DEATH.

On the 30th April, at Kranum Road, Singapore, Mrs. M. RYAN, aged 73 years.

The Daily Press.

HONGKONG OFFICE: 14, DEVONPORT ROAD QL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 12TH MAY, 1904

It is not often that Indian papers trouble themselves to comment on the affairs of Hongkong. Occasionally only do we remember seeing mention in the *Times of India*, one of the best known of them, of this Colony, and then it has generally been when our Bombay contemporary has chosen to refer, somewhat slightly, to the outcry made by Hongkong journals about the ravages of plague here. To Bombay our plague sufferings in the past have seemed slight, reckoned merely numerically and without regard to the effect on the trade of this port, one of the great clearing-houses of the world. However, just about a year ago, Mr. FRASER, the Editor of the *Times of India*, paid a visit—his second, we believe—to Hongkong and wrote for his journal a very able article on this Colony, in which he dwelt with insistence on the need of an European reservation for Hongkong. We see in one of the latest numbers of the *Times of India* an article entitled "A Lesson from Hongkong," in which the writer discusses our Peak Reservation Ordinance with the highest approval and holds it up for the emulation of Bombay. Our contemporary takes some credit for having stirred up public opinion in Hongkong on the subject last year. In justice

to ourselves we must point out that the question of an European reservation is one on which we have always taken a firm stand, and that it is hardly just for the *Times of India* to say in this connection that "what was everybody's business ended in being nobody's business in Hongkong." The case was rather that no attempt was made to reserve the Peak district until it was judged that this district was actually threatened. Previously there was an agitation in favour of an European reservation in Kowloon—for a less wealthy class of Europeans than those of the Peak, it will be understood—but there was a distinct feeling against this among the home authorities, and no reservation has been sanctioned. With regard to the Peak we still await the decision of Downing Street, not without hope, seeing that the local Government has lent its support to the petition and that the respectable Chinese have concurred in the wisdom of the measure. We are glad, however, to see that we have the support of the *Times of India*, the writers on which see in Bombay conditions at least analogous to those prevailing in Hongkong. They are able to recognise how imperative it is to the health of European residents in the tropics—and, in particular, European women and children—to live under conditions somewhat, even if remotely, resembling those of home, and not amid crowded Eastern surroundings. They recognise that it is not a matter of race at all, merely of health of the Europeans, who after all must be considered the backbone of the Colony, and whose predecessors from home, as the *Times of India* points out, sacrificed their lives in hundreds at a time when the risks of life in the tropics were less understood and guarded against than they are to-day. Is it too much to hope that the home authorities will be able to see facts, as our Eastern neighbours see them and to admit that in our petition we have only asked for sanction to a measure which will secure the best interests of the Colony?

For the first four months of this year the total rainfall was 5.98 inches. In the corresponding period last year the total was 8.86 inches.

The death is announced of Mr. ALISTER R. CLARKE, of the B. N. Borneo service, at Jesselton, on the 4th April, after a few days' illness of pneumonia.

Siam seems to have been favoured with the rains which are overdue here. The total fall for April at Bangkok was expected to show an unusual number of inches when the total for the month was made up.

An Allahabad telegram dated the 22nd April says:—It is understood that transports will shortly be taken up for the return of the troops from Somaliland, as the Home Government have decided that operations shall be closed next month.

In the typhoon which devastated Cap S. Jacques on the 2nd inst. a French soldier and a number of natives were drowned; considerable damage was done to the town. The residences of the Governor-General suffered considerably, and nearly all the European houses were inundated.

Mr. T. F. Carlisle, who has for many years been associated with the British Legation and Consulate at Bangkok, is leaving the Siamese capital. It has been resolved to establish a British Consulate at Hanoi, and it is understood that Mr. Carlisle will be the first British Consul at the port.

From the *Peking and Tientsin Times* we see that the Dallas Company's total receipts in Tientsin for seven nights were \$8,999, but on the last night a number of complimentary tickets were given to the guarantors and their friends. The Company only plays four nights in Shanghai.

The *Universal Gazette* now hears that since Viceroy Wei, of Nanking, refused to appoint an official to take charge of the improvement of the Whangpoo with other foreign officials, he proposes now to ask the Senior Consul of Shanghai to inform the Consular Body, who in turn are to inform their respective Ministers at Peking, that China would undertake to obtain the necessary funds herself to carry out this work within a certain period. The *Gazette* remarks that the Viceroy's proposal is certainly preferable to carrying out the work jointly with foreign officials and partly with foreign capital.

Quite an exodus from the Colony took place on the C. P. C. Co. s.s. *Empress of Japan* yesterday. By it, among others, Mr. R. F. Johnston, up to now Acting Assistant Colonial Secretary and Clerk of Councils, left to take up the post of Secretary to the Commission of Weihaiwei. Mr. Johnston, in his comparatively brief career here, has proved himself a man of exceptional ability, and has been honoured with the esteem of a Governor and two Acting Governors—no small tribute to his merits. It is to be hoped that he is not lost to the Colony permanently. There also left, on a year's holiday, Mr. D. E. Brown, local Superintendent of the C. P. Co., who intends to spend some time in Canada. A number of other residents departed by the same boat on short holidays.

Harmston's Circus was to arrive in Singapore yesterday.

Mr. W. A. Carlson has been promoted to the substantive appointment of Harbour Master at Shanghai.

Four more fatal Chinese plague cases were reported yesterday, two bodies being found, one at Yau-nati, and the other in Hospital Road.

The services in S. John's Cathedral to-day (Ascension Day) will be as follows:—Holy Communion, 8 a.m.; Matins and Holy Communion, 11 a.m.

We received yesterday some copies of the *San Francisco Chronicle* and *Call* for December, which apparently were despatched by some sailing-ship. They must have done a smart voyage across the Pacific.

A special cablegram to the *Englishman*, dated London, 26th April, says:—The tea trade consider that the refusal to increase the duty on coffee and cocoa intensifies the injustice of taxing tea. The opposition to the tea tax is growing and a close division is expected.

The latest Shanghai papers record the death of two well-known residents of the port on the same day. Mr. Rufus F. Eastlake died suddenly on the 5th inst. from heart disease. Mr. Edmund H. Gore Booth, who of late years has carried on business as a bill and bullion broker, died the same day. Both Mr. Eastlake and Mr. Booth could claim more than forty years' residence in China. The death of Mr. T. E. Avery, formerly U. S. Vice Consul-General at Shanghai, is also chronicled. He died in North Carolina.

Though the imposition of the war tax a few years ago in England proved a great stimulus to the China tea trade, Taylor tea-merchants express the opinion that the increased duty of 2d. per lb. might tend to keep China tea out of the British market. We cannot follow the reasoning. With an eight-penny duty it will probably be impossible to get the shilling packet any more, but we are inclined to endorse the opinion of a Ceylon merchant who says the increased duty will lead to a greater run on cheap tea. "and that might let in more Chinas."

The *Star Observer* understands that an action has been entered at the British Consulate, Bangkok, against Mr. Thomas Jones, Agent of the Chartered Bank, for 3,000 ticals damages for alleged malicious prosecution, by Chua Hok Chong, the ledger-clerk. It will be remembered that about the 25th March Chua Hok Chong was arrested on a charge alleging the forging and uttering of a cheque for 12,000 ticals, but, after being remanded in custody several times and then liberated on his own recognisances, the charges were not sustained by the evidence adduced by the prosecution and accordingly were dismissed.

We take the following telegram and footnote from the *N.C. Daily News*:—Kobe, 5th May. Mr. A. W. Curtis, Editor of the *Kobe Herald*, has been fined. The prosecution was the result of a statement in his leading article on the 27th ult., that the squadron in the Sea of Japan had left Chinhsien the week before. He has appealed. [The following was the offending paragraph, but no offence could well be lighter: "Vice-Admiral Kamimura's fine homogeneous squadron of six armoured cruisers is somewhere in the Japanese Sea—it was reported to have left Chinhsien six or seven days ago, presumably for Vladivostock or the near neighbourhood, it being obviously necessary that the enemy's squadron at Vladivostock should be either bottled up or smashed up."]

Among the passengers for England by the C.P.R. Co.'s steamer *Empress of Japan*, which left here yesterday, was the Hon. C. W. Dickson, senior partner here of Messrs. Jardine, Matheson, & Co., and Mrs. Dickson. Mr. Dickson, has, during his management of the firm, displayed great sagacity and business ability united with untiring application, and his devotion to business has rendered change necessary, as his health has suffered considerably from the strain. He is succeeded by Mr. W. Jardine Gresson, who has already been elected to the Chamber of Commerce Committee, and will no doubt also take Mr. Dickson's seat in the Legislative Council. A large number of their friends went to the wharf and to the steamer to wish Mr. and Mrs. Dickson bon voyage.

Not the least remarkable instance of Japanese ambition in Korea, says the *Times* correspondent, is the railway by which they design to connect Fusan with the capital of the country, and in time to extend to the regions lying to the north of Seoul. Ultimately it is the intention to effect a junction with the Siberian railway beyond the Korean border; but there is little possibility of such a consummation whilst the Far Eastern question remains in its present unsatisfactory state. At Fusan 40 miles of the railway are complete and 15 miles open to traffic. About the same distance is completed at the Seoul end, 25 miles being open to the public. Throughout the whole 250 miles the track has been advanced to such a stage as permits of rapid construction at both ends. It is expected that the line will be open to traffic by the autumn of this year. [This was written over a month ago, of course.] It is significant of the tendency of American iron to supplement British in markets where the latter until recently has been supreme that all the beams and girders for bridges, the wheels for rolling-stock, and the locomotives are being imported from the United States, whilst England has to be content with the furnishing of the rails; Japan herself is constructing the cars.

Quite an exodus from the Colony took place on the C. P. C. Co. s.s. *Empress of Japan* yesterday. By it, among others, Mr. R. F. Johnston, up to now Acting Assistant Colonial Secretary and Clerk of Councils, left to take up the post of Secretary to the Commission of Weihaiwei. Mr. Johnston, in his comparatively brief career here, has proved himself a man of exceptional ability, and has been honoured with the esteem of a Governor and two Acting Governors—no small tribute to his merits. It is to be hoped that he is not lost to the Colony permanently. There also left, on a year's holiday, Mr. D. E. Brown, local Superintendent of the C. P. Co., who intends to spend some time in Canada. A number of other residents departed by the same boat on short holidays.

THE FEELING IN RUSSIA.

LONDON, 9th May.

The Japanese successes have caused a feeling

of apprehension in Russia, and the General Staff

declare that the latest developments assure a

long and bitter war.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FROM OUR OWN CORRESPONDENTS.

THE WAR

RUSSIAN HEADQUARTERS WITHDRAWN.

LONDON, 10th May, 10.55 a.m.

The Russians have withdrawn the Viceregal headquarters in Manchuria to Harbin.

DISAFFECTION IN SOUTH RUSSIA.

LONDON, 10th May, 10.55 a.m.

Grave anxiety is being caused at S. Petersburg by the disaffection in South-Western Russia.

RIOT AT CHINKIANG.

SEVERAL CASUALTIES.

SHANGHAI, 11th May, 8.22 p.m.

A riot took place at Chinkiang to-day. The mob burned the quarters of the newly organised police force. Several were killed and wounded.

THE ALLEGED SEDITION TRIAL.

GOMEZ ACQUITTED.

MANILA, 11th May, 8.56 p.m.

Dr. Gomez has been acquitted.

OBITUARY.

DEATH OF H. M. STANLEY.

LONDON, 10th May, 10.55 a.m.

Sir H. M. Stanley, the South African explorer, is dead.

[Sir Henry Morton Stanley was noted among African explorers, not least as the rescuer of Dr. Livingstone. Perhaps no man living knew more about the "Dark Continent" than he. The following publications were the work of his pen:—*Congo and its Free State*; *Coomassie and Magdala*; *How I Found Livingstone*; *In Darkest Africa*; *Through South Africa, 1898*. Included amongst Sir Henry's numerous titles were:—G.C.B.; D.C.L.; I.L.D. He was born in 1841; and married the daughter of the late Mr. Tennant, Governor of Congo.—ED. D.P.]

REUTER'S SERVICE.

RUSSIAN LOSSES ON THE YALU.

LONDON, 9th May.

An official Russian statement gives the Russian casualties at the battle of the Yalu at 70 officers and 2,324 men killed and wounded.

BRITISH PRESS ON THE WAR.

LONDON, 9th May.

The *Daily Telegraph* says the campaign has been conducted by the Japanese with a brilliancy almost unparalleled in war. Japan's success is due to the consummate combination of naval and military action, which even England has never rivalled. The Japanese successes of the last three months are even more marvellous than those of Germany in 1870. The *Standard* says there have been few finer feats of war than the blocking of Port Arthur.

EVEN GERMANS ADMIRING.

LONDON, 9th May.

There is a universal chorus of eulogy of the masterly strategy of the Japanese combined with swift unflinching execution. Even the German Press, which has hitherto been the most reserved, cannot withhold its tribute of praise and admiration.

THE JAPANESE LOAN.

LONDON, 9th May.

The Japanese loan, which was expected to be issued last evening, was quoted on Saturday at 21 per cent premium and yesterday at 3 per cent. An unqualified success is assured.

GERMAN SOCIALISTS ON THE WAR.

LONDON, 9th May.

In the Reichstag, Herr Bebel attacked the pro-Russian attitude of the Government in regard to the war. He declared that the Kaiser's telegram of sympathy to the Tsar on the occasion of the *Petrograd* disaster in no way reflected the feeling of the nation. Count von Bülow denied that the Kaiser's telegram was a departure from neutrality, and regretted that the disasters of a neighbouring friendly power had been the object of malicious articles and caricatures by a portion of the German Press.

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LONDON, 9th May.

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long and bitter war.

WAR NOTES.

TELEGRAMS.

We take the following from the *N.C. Daily News*.

Tokyo, 6th May.—The Japanese officers and seamen marched on the third of May to Tangshangchong [rather more than half-way between Chiu-lieh-cheng and Feng-hwang-cheng], after a serious engagement with Russian cavalry, and are pressing on to Feng-hwang-cheng. According to a native report, the Russian infantry at Tangshangchong on the

SUPREME COURT.

Wednesday, 11th May.

IN SUMMARY JURISDICTION.
BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISE JUDGE).

A COMPRADE'S CLAIM.

Yau Wo Tong Sing, comprador, 25 Queen's Road East, sued A. Hanart, 43, Des Vaux Central, for \$137.50, being money due for provisions sold and delivered. Mr. P. W. Goldring, solicitor, of Mr. J. Hastings's office, appeared for the plaintiff, and Mr. F. Page Holt, solicitor, of Mr. G. K. Hall Bruton's office, for the defendant.

Mr. Goldring in his opening address stated that defendant was manager of a cigar factory near the kerosene works. Plaintiffs were compradores. In March last a Mr. Gabina called at the plaintiff's shop and ordered provisions for the use of the factory people. The plaintiffs were doubtful regarding Gabina's standing in the factory, and one of the firm went down to see Mr. Hanart, who said he wanted the provisions supplied. Plaintiffs thereafter delivered provisions every morning to Gabina, who called for them, as per pass-book. At the end of the month they asked Hanart for payment, and he said he had paid Gabina every week. Gabina had disappeared. The question was, whether Hanart was responsible for the debt.

His Lordship, after hearing evidence, found that defendant was not the principal in the contract, and gave judgment in his favour with costs.

MANILA NOTES.

Manila, 6th May.

OUTING ROMAN CATHOLICS.

The Penafraunce Church case is causing considerable interest here. Eight men are charged with illegally aiding, tolerating, and abetting in an action to force an entrance into the church at Penafraunce, and forced an entrance and occupied the house by force, without legal right, and deposed the parish priest and his communicants. The Penafraunce church has been the scene of several encounters recently, the natives, especially the Aglipay faction, having made repeated efforts to occupy the property and to expel the Roman Catholics from the building without process of law and by force. Among the witnesses was one woman who testified that she was one hundred and ten years old, that she had been a communicant of the church all her life, that it had been dedicated to the Roman Catholic Church, and that they had never had any trouble in church matters until after the man Aglipay was heard from, when his followers attempted to take the property by force.

AGUILALDO.

Emilio Aguinaldo Famy, former general of the insurgent army and erstwhile president of the Filipino Republic, is, according to the United States papers, planning a visit to the United States this summer. The reported visit is published in the *Los Angeles Times*, stating that a citizen of that town has received a letter from Aguinaldo to the effect that he will visit the S. Louis exposition in the month of July, that he will call at Washington and will also tour the principal cities of the United States. His visit will have no political significance.

FRIAR LANDS.

The act of the Commission known as "The Friar Land Act," providing for the administration and temporary leasing and sale of the Friar lands, has been received in this city. It provides that actual settlers and occupants of the lands at the time of their acquirement by the Government shall have preference over all others to lease, purchase, or acquire their holdings. The bill states that the lands are not "public lands," that the titles and administration are in the hands of the civil governor.

A COAL ROOM.

The Commission has provided for the acquiring of title to public coal-lands in the Philippine Islands. It has enacted a law prescribing the regulations covering the procedure for acquiring title to coal-lands. It is reliably stated that there are good coal-lands in the islands, and that the new law enacted by the Commission will give a boom to the coal interests in this archipelago.

PHILIPINOS TO SWING CLUBS.

The Bureau of Public Instruction has decided to adopt a Manual Training Department for the provincial high schools. Equipment has been ordered from the United States for the twelve leading schools, which is expected to arrive soon, and work in the department will begin with the opening of the next school year.

RELIGIOUS IMPOSTOR.

José Saide, the Filipino who has been representing himself as the "Black Christ," has been charged with estafa. A number of specifications have been filed against the impostor for collecting money from the people who were duped into believing him some great personage. The amounts in the specification range from one dollar to twenty-five dollars, and complaints continue to come in showing that the impostor had made a financial success of the venture. Charges will also be placed against his assistants at an early date, and they will be held awaiting trial before the court of first.

The name "Fuslied" was recently changed into something else out of regard for the sensitiveness of the French, in whom the word arouses memories of humiliation. The *Moscow Gazette* now suggests that the name of Port Arthur should be changed into "Port Nicholas," as its present title is "too English." The Russians need not be afraid that we shall retaliate by altering the title of the "Cesarewitch." Will the Parisians have to follow suit by calling their Boulevard de Sébastopol and Pont de l'Alma by other names?

POLICE COURT.

Wednesday, 11th May.

BEFORE MR. H. H. J. GOMPERTZ
(ACTING POLICE MAGISTRATE).

A GAME OF POKER.

A number of Chinamen were charged with gambling at a house in Possession Street. They said they were playing poker, the same as foreigners, with European cards. When the cards were dealt out four cards of each hand were turned face upwards; one card face downwards. Four aces were, according to their rules, reckoned of greater value than a "Royal Flush."

As a commission was taken on the game, Mr. Gomertz convicted the defendants. He fined the house-keeper \$25, and the rest \$3.

SMOKE NUISANCE.

Mr. Bridger, acting manager of the Electric Light Co., again appeared in answer to a charge of "smoke nuisance." He said that he had been unable to abate it within proscribed time because the Company had had some break-downs. The new machinery would be out soon.

In consideration of the very long notice which had been given the Company to abate the nuisance Mr. Gomertz said he would levy a fine of \$60—that was at the rate of \$10 per dem since the expiration of the extended notice.

A TROUBLESOME SERVANT.

Mr. Haynes, manager of the Hongkong Hotel, charged a boy with leaving without notice. The boy was fined \$10 and also to forfeit April's wages.

THIEVING RICKSHA-COOLIE.

Two Chinese women hired a ricksha. After driving some distance they ordered a halt, and while in a store the ricksha-man cleared off with a basket of clothes belonging to them. Six weeks' and six hours' stocks.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

CUBICLES.

For not removing certain cubicles in conformity with the new ordinance several Chinese were punished. One was fined \$50, two \$25, and several others nominal sums. Mr. Almada e Castro, solicitor, appeared on behalf of the two that were fined \$25.

NOT A BIG RASCAL.

One of the smallest men in Hongkong, a Burmese dwarf, together with a Hindoo, were charged with stealing \$50 from a "Ring table keeper" at Yaumati.

The Hindoo got off, but the dwarf was convicted and sentenced to six weeks' hard labour.

OPIUM.

Four Chinamen were charged with having opium without a certificate. They were fined \$18, \$40, \$50, and \$82 respectively.

MARINE COURT.

Wednesday, 11th May.

BEFORE HON. CAPT. L. BARNES-LAWRENCE
R.N. (MARINE MAGISTRATE).

JUNES.

Three Chinamen were charged with wilfully anchoring their unlicensed junks at a place within the waters of the Colony other than a junk anchorage. It appears they anchored off Kennedy Town after being warned not to do so. Two men were fined \$20; the other man \$10.

CHINESE DREAMLAND.

In an article in the *Nineteenth Century* on "Chinese Dreamland" Professor Giles tells of Chung Tsu, the brilliant mystic of the fourth and third centuries B.C. who anticipated Shakespeare's conclusion that we are such stuff as dreams are made of. He taught that this life is really a dream and death is the awakening. Those who dream of the banquet wake to lamentation and sorrow. Those who dream of lamentation and sorrow wake to join the hunt, they dream they do not know that they are dreaming; and only when they awake do they know it was a dream. By-and-by comes the Great Awakening, and then we find out that this life is really a great dream. Fools think they are awake now, and flatter themselves they know if they are really princes or peasants. Confucius and you are both dreams; and I, who say you are dreams, I am but a dream myself.

Much more famous, however, than the above passage is that in which the philosopher records a dream of his own, from which he gained the sobriquet, now more than twenty centuries old, of Butterfly Chuang. Once upon a time I, Chuang Tsu, dreamed I was a butterfly, fluttering hither and thither, to all intents and purposes a butterfly. I was conscious only of following my fancies as a butterfly, and was unconscious of my individuality as a man. Suddenly I awoke, and there I lay, myself again. Now, I do not know whether I was then a man dreaming I was a butterfly, or whether I am now a butterfly dreaming I am a man.

Innumerable essays have been written by the leading literary men of various periods upon the fascinating problem involved in this dream, but not one seems to bring us perceptibly nearer to its solution.

A rather novel form of increasing their income has been found by two costermongers in Paris, man and wife, who had the "happy" idea of getting knocked down by automobiles and carriages, and then demanding compensation from the owners. The husband had supplemented his income in the course of a year by no fewer than sixteen street "accidents," while the wife had been the "victim" of four. The frequency of the occurrences struck the police as peculiar, and the couple were watched. Last month they were charged with swindling, with the result that the court sentenced the man to three years' imprisonment, but acquitted the woman,

FIRE BRIGADE METHODS.

In view of the agitation which has been started by a local contemporary with reference to the improvement of the Hongkong Fire Brigade, a correspondent sends us the following interesting cutting from the San Francisco Argonaut:

"Chief Sullivan, of the San Francisco Fire Department, has reported to the board of supervisors that the city is desperately in need of three hundred more hydrants and many water mains. What happened to Baltimore may easily happen to San Francisco, he says, with conditions as they now exist. His statement cannot be denied. He should get his hydrants. More water mains should be laid. Moreover, the city of San Francisco certainly ought to have a complete system of auxiliary high-pressure pipes. Until it has such a system, it will not be secure from a great conflagration. Not only would such a system prevent great fires, but it would lower insurance rates so that every man who carries insurance would be the gainer.

The city of New York, situated very much as is San Francisco, is preparing to install a salt-water system. The pros and cons of the subject have been threshed out in the newspapers.

To the chief objection that salt water corrodes pipes, engineers agree in replying that, while this is true of ordinary pipes, linings of copper, galvanized iron, or enamel are sufficiently resistant for all practical purposes.

Captain Albert Ross, Government inspector of navy colliers, urges that the linings be of bronze. Moreover, according to New York's tentative plans, there will be salt water in the mains only when there is a fire. Fire-engines will be useless. It is proposed to have one or more central pumping-stations connected with the commercial electric power house of the city. On the alarm of fire, the motors would instantly be set in motion, and the mains filled with an unlimited supply of salt water under tremendous pressure. Philadelphia already has a system of high-pressure fire mains. One station takes the place of forty engines and delivers six streams from every hydrant at a far greater pressure than six engines could throw the same amount of water.

The power is supplied by gas-engines, and the maintenance of the \$250,000-plant costs \$11,000 a month. Cleveland uses two fire-boats, which force water from the river into a system of mains at a pressure of two hundred and fifty pounds to the square inch. Each fire-boat equals in efficiency ten engines. Two and a half inch streams have been thrown five hundred feet from the top of the Williamson Building. It is sixteen stories high!

"Citizens of San Francisco will have only themselves to blame if some day they look upon their city in flames. Only good luck has saved it thus far. Expansion of the present system to its fullest capacity is worth something, but an auxiliary high-pressure system especially for fires—even if it covered only the downtown district—would be infinitely more valuable.

"City Engineer Grunsky, at the request of the supervisors, has now made plans and estimated for an auxiliary high-pressure fire system—not, however, to use salt water. His plans call for a pumping-station with a capacity of 3,000,000 gallons a day, a reservoir on Twin Peaks of 10,000,000 gallons capacity, a pressure relief tank of 700,000 capacity, and the necessary mains.

The cost of the whole is estimated to be \$642,000. Of course, fresh water is better than salt for fire protection purposes. The only question is, Is there a sufficient supply for every emergency? As to the relative efficiency of a direct pumping system over a stand-pipe system, it may be remarked that, according to figures at hand, the Philadelphia salt-water pumping plant, costing \$250,000, has a capacity equal to forty engines, for unlimited time, while Mr. Grunsky's plans call for stand-pipes and pumping-station costing something like \$500,000, with a capacity of twenty engines for sixteen hours." But these are details.

The main thing is that an auxiliary fire system be installed with expedition. In Philadelphia, insurance rates have fallen fifteen cents on the \$100 since the system was put in, and a further decrease of ten cents is promised.

CEYLON TEA FOR RUSSIA.

The fears that were entertained in Ceylon, says the local *Times*, that the war would affect our exports of tea to Russia have completely passed away, and the only difference that the war has made is that the despatch of tea to Russia has been resumed under the conditions which prevailed before the additional Russian duty drove our tea to abandon the European ports of Russia, and to seek an entrance into the Russian market via Dalmatia.

Insurance rates have fallen fifteen cents on the \$100 since the system was put in, and a further decrease of ten cents is promised.

It is the middle brown patch is iridescent. A brass cooking pot or an iron hammer, cleaned of necessity by use, catches the eye the only thing in the room of which one sees the real colour. A blue haze fills the room with acrid and penetrating virulence. In the room beyond the meal is being cooked, and a dark object stands aside as one enters. It is a woman barely visible in the dark. Everything in the place is coat and grimed with filth. At last one distinguishes in a rude cradle and a blanket, both as black as everything else, a waxen-faced baby. How the children survive is a mystery. It is the same in every house. Nothing has been cleaned since it was made, and the square hole in the flat roof, which serves to admit light and air and occasionally to emit smoke, looks down upon practically the same interior in a thousand houses.

But it is the exterior of the houses that strikes one most. Let it be said at once that in the best quarter of the town, in which the houses are two-storeyed, the heaped-up filth—dejecta and rejects alike—rises to the first-floor windows, and a hole in the mess has to be kept open for access to the door. It must be seen to be believed. In the middle of the street, between the two banks of filth and offal, runs a stinking channel, which thaws daily. In it horns and bones and skulls of every beast eaten or not eaten by the Tibetans—there are few of the latter—lie till the dogs and ravens have picked them clean enough to be used in the mortared walls and thresholds. The stench is fearful.

Half-decayed corpses of dogs lie cuddled up with their mangy but surviving brothers and sisters, who do not resent the ravens. Here and there a stagnant pool of filth has partially defiled the warmth, and carion, verminous rags, and bones, are set round it in broken yellowish ice.

In the middle the brown patch is iridescent.

A corded and filthy torrent flows through the market-place, and half-breed yaks shove the sore-eyed and mouth-ulcered children aside to drink at it. The men and women, clothes and slacks, are as black as the peat walls that form a background to every scene. They have never washed themselves. They never intend to wash themselves. Ingrained dirt to a extent that would otherwise be a clear, sallow-skinned, but good complexioned race to a collection of foul and grotesque negroes.

And the disgust of all this is heightened. At the end of the streets, hanging in mid-air above this nest of mephitic filth, the cold and almost saintlike purity of the everlasting snows of Chumolari—a huge wedge of argent a mile and a half—puts to perpetual shame the dirt of Phari.

MISCELLANEOUS.

The s.s. *Eclipse* arrived from New York yesterday with a full cargo of case-oil for the Standard Oil Company.

The s.s. *Heathburn* arrived from Moji yesterday with 6,867 tons of coal for Messrs. Bradley & Co.

The *Choutai* arrived from Bangkok with 1,400 tons of rice and 55 tons of timber for Messrs. Butterfield & Swire.

The Hamburg-Amerika s.s. *Theodor Wille* arrived from Hamburg yesterday with 5,000 tons of coal for the Far East. She had, by the way, 50 cases of cartridges. Out of this great cargo Hongkong receives 1,500 tons.

The s.s. *Mathilde* arrived from Toulon yesterday with 1,160 tons of general cargo for this port.

THE FILTHIEST TOWN ON EARTH.

A most vivid and striking description is given by the *Times* special correspondent with the Tibet Mission of the town of Phari, through which the mission passed on its way to Gyantse. It is so graphic that it would be a pity to cut it down, and consequently we give it in full. The writer says:

"The headquarters mess with the mission include several men whose experience of the outlying places of the world it would be difficult to equal round another table. But by common consent Phari is the filthiest town on earth.

This is a charge so frequently made that it may be worth while justifying the right of Phari to the position. But first let it be said in fairness that there are more than a few reasons why, racial peculiarities apart, the inhabitants of this town are of necessity dwellers in dirt.

In the first place, with the exception of Quito, which is on the actual equator, Phari, at a height of 15,000 ft., is probably the highest town that is worthy of the name in the world. The cold is consequently fearful, a night temperature ranging in this month rather downwards than upwards from -3deg. F. being often joined with a merciless grit-laden cold wind from the north.

Gold is admittedly an excuse for dirt, but it is not cold only that palliates the filth of Phari.

At this altitude the least exertion brings on breathlessness and asthmatism. To put on a pair of boots and gaiters is often a serious exertion for the newcomer, and it is not perhaps to be expected that the good people of Phari should go out of their way to secure by unwelcome activity a sanitation and cleanliness which appeal to them as little as to other Tibetans. Indeed, it may be that any others of that uncleanly race would under similar circumstances attain an equal degree of dirt. The absence of trees, compelling the wretched people here to use argol or dried yak dung as their only fuel, is another contributory cause.

Having thus pleaded the cause, I have now to explain the effects of this want of cleanliness upon the town of Phari. The collection of

soot houses with a layer of soot which it would be useless labour to remove. Water is almost non-existent, except during the melting of the snow, and, so far at least as the women are concerned, the dirt which seems their faces is not perhaps unwelcome, as a stern law compels the disfigurement with kutch (or raddle resembling dried blood) of the brows and cheeks of all married women in Tibet.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 6th Ed.

Liebig's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

OFFICE TO LET.

FLOOR To Let in Connaught Road, Central. Suitable for Small Office. Apply to—

P. Q. R.,
Care of Daily Press Office,
Hongkong, 12th May, 1904. [1235]

CALL AT OUR STORE,
AT 14, BEACONSFIELD ARCADE.

WHERE you will find for sale at moderate prices GOOD AMERICAN NOVELS, CIGARS, CIGARETTES, and TOBACCOES of best quality. POST CARDS, &c.

SAYCE & CO.

Hongkong, 12th May, 1904. [1236]

CANADIAN PACIFIC RAILWAY CO.

NOTICE.

FROM this date and during my Absence from Hongkong, Mr. D. W. CRADOCK will be in charge of this Company's Business.

D. E. BROWN,
General Agent.

Hongkong, 11th May, 1904. [1237]

PARTICULARS OF SALE
OF THE VERY VALUABLE LEASEHOLD PROPERTY,

Known as No. 5, BONHAN STRAND,
VICTORIA, HONGKONG,
To be sold by

PUBLIC AUCTION,
By Order of the Mortgagors,
on

WEDNESDAY,
the 25th day of MAY, 1904, at 3 P.M.,
BY

Mr. GEO. P. LAMMERT, Auctioneer,
at the premises.

BEING all that Piece or Parcel of Ground situated at Victoria in the Colony of Hongkong known and registered in the Land Office in Section A of Marine Lot No. 1 A. The said premises are held for the residue of the term of 99 years granted by an Indenture of Crown Lease dated the 27th day of August, 1874, subject to the payment of the annual sum of \$18, being a proportion of the rent and to the covenants and conditions contained in the said Lease.

For further particulars, apply to
F. X. D'ALMADA E CASTRO,
Solicitor for the Vendor,
or to

Mr. GEO. P. LAMMERT,
Auctioneer.
Hongkong, 12th May, 1904. [1238]

FOR MANILA (DIRECT).

THE American Steamship
"BINONDO."
Captain D. Adams, will be despatched as above on SATURDAY, the 14th inst., at 10 A.M.
For Freight, apply to

BARRETO & CO.

Hongkong, 11th May, 1904. [1233]

FROM HAMBURG, ANTWERP, PENANG
AND SINGAPORE.

THE Chartered H.A.L. Steamship
"THEODOR WILLE,"

Captain Krüttfeld, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-DAY, the 11th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th May, 1904. [1234]

COMPANIA GENERAL DE TABACOS
DE FILIPINAS.

FULL line of samples may be seen at 53, Des Voeux Road, where our Representative has established himself. He will accept orders for all our brands of Cigars at Factory Prices.

COMPANIA GENERAL DE TABACOS
DE FILIPINAS.

Barcelona and Manila.

Hongkong, 20th April, 1904. [1054]

"THE EAST OF ASIA."
(Published Quarterly.)

CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price \$1.50.

On Sale at "NORTH CHINA HERALD
OFFICE, Shanghai;

MESSES. KELLY & WALSH
Hongkong;

and all leading Booksellers in the Far East.
Hongkong, 14th February, 1903.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Ice Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

W. M. PARLANE, Manager.
Hongkong, 18th November, 1901. [57]

ENTERTAINMENT

THE HENRY DALLAS
MUSICAL DRAMATIC CO.

RETURN SEASON

TWO WEEKS ONLY

GRAND OPENING NIGHT

MONDAY, 16TH MAY

"KITTY GRAY"

TUESDAY, 17TH MAY

"KITTY GRAY"

PLAN AT THE

ROBINSON PIANO CO., LTD.

Hongkong, 9th May, 1904. [1207]

A. LING & CO.,

FURNITURE STORE.

PLATED, GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL,
Hongkong, 21st September, 1903. [31]

D. A. V. CORSA & SONS
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.
3486] Solo Agents.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-
BOAT CO., LTD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.

Call Flag W.
J. W. KEW,
Manager.
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. [3394]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE
and KYNOCK'S SPORTING
CARTRIDGES B, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to SSSG. AIR GUNS and
AMMUNITION in Variety.

Order Books and Price List. Please apply to
FACTORY and OFFICE, West Point. Tel.
367. Dépôt, Ice House Street. Tel. 374.
Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 11th May, 1904. [1228]

MARINE EXCURSION.

THE Steamship

"SAN CHEUNG"

will leave the Tung Yick Wharf at 9 A.M. on
SUNDAY, May 15th. Weather Permitting,
for a cruise to the LADRONNE ISLANDS
or to the BOCCA FORTS. Returning at 5 P.M.
Fare \$3. Children Half-price.

Lunch and Refreshments can be had on
Board.

Tickets can be obtained from Messrs. Kelly
& Walsh, or on Board the Steamer.
Hongkong, 14th May, 1904. [1213]

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING of SHIPS.

THE COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY at SHORT NOTICE. [176]

NOTICES OF REMOVAL

THE HEAD AGENCY OF THE JAVA-
CHINA-JAPAN LIJN.

THE OFFICES of the above Steamship
Company have this Day been REMOVED
to ALEXANDRA BUILDINGS, 3RD
FLOOR.

Hongkong, 28th April, 1904. [1138]

CHANGE OF ADDRESS.

WILKINSON, HEYWOOD & CLARK,
LTD. (Proprietors of David Storrs &
sons), have REMOVED to ALEXANDRA
BUILDINGS (3RD FLOOR).

W. D. GRAHAM, Manager.

Hongkong, 20th April, 1904. [1157]

NOTICE OF REMOVAL.

DR. KEW, BROTHERS & CO., have
This Day REMOVED their Dental
Surgery to ALEXANDRA BUILDINGS,
3RD FLOOR.

Hongkong, 2nd May, 1904. [1158]

REMOVAL.

WM. POWELL, LIMITED.

BUSINESS will be entirely suspended on
Monday, 16th inst. (Except in the
Gentlemen's Department, 28, Queen's Road),
for the purpose of REMOVAL to our NEW
PREMISES in DES VŒUX ROAD, which
will be open on the Following Day.

R. G. HECKFORD,
Manager.

Hongkong, 10th May, 1904. [1212]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Ice Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

W. M. PARLANE, Manager.

Hongkong, 18th November, 1901. [57]

INTIMATIONS

WANTED.

S. NORTHAND and TYPEWRITING
CLERK. Apply in writing stating qualifications,
references and salary, to
DENNYS & BOWLEY,
Supreme Court House,
Hongkong, 6th May, 1904. [1192]

GOVERNMENT CIVIL MEDICAL
DEPARTMENT.

THERE is a VACANCY at the Victoria
Hospital for Women and Children on
Barker Road, for a STEWARD and CLERK
(non-Chinese).

Salary—\$340 a year rising by biennial increments
of \$60 to \$960 with uniform and free
furnished bachelor's quarters.

Qualifications—Good knowledge of English,
quickness at figures and good handwriting,
ability to act as Interpreter in Chinese
(Chinese dialect).

Applications should be sent to the Principal
Civil Medical Officer at the Government Civil
Hospital not later than noon of the 13th inst.

Hongkong, 5th May, 1904. [1193]

WANTED.

A BOY able to read English fluently for one
or two hours every morning.
Apply in Writing—

"L."
Care of Daily Press Office,
Hongkong, 11th May, 1904. [1230]

SEE THAT YOU GET GOOD BREAD
ON YOUR TABLE.

M. R. RUTTENBERG is prepared to
deliver BREAD in Hongkong and
Kowloon. The Sanitary Arrangements are as
nearly perfect as possible, and the work is under
constant foreign supervision only.

THE BEST FLOUR IS USED.
Brown Bread made from the well-known
Graham Flour a specialty.

Special Rates to Hotels, Messes, Clubs,
Boarding Houses, and Large Consumers.

H. RUTTENBERG,
No. 5, D'Aguilar Street,
36 to 38, Elgin Road, Kowloon.
Hongkong, 11th May, 1904. [1226]

ROYAL AERATED WATERS
MANUFACTORY.

PRODUCE the Highest Class AERATED
WATERS in the Far East on account of
their High Class Machinery and also of the
superior ingredients they use in the manufacture
of their goods, and the cleanliness, &c., are all
under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and
HINCHLIFFE, LIMITED, Aerated Water
Engineers and Chemists, Manchester, visited our
factory recently in the course of a tour amongst
Eastern Aerated Water Makers, and was greatly
surprised at the compactness of our factory and
also the methodical way in which everything
pertaining to the making of Aerated Waters was
carried out. He also expressed himself
strongly on the absolute cleanliness of our
whole establishment, which he assured us was
equal to any he had yet visited and superior to
a great many. He also reported that the
quality of our goods was of a first-class nature,
and they showed that scrupulous care was
exercised in the course of their manufacture.

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Dr. V. DANENBERG & F. P. DANENBERG,
General Managers.

Hongkong, 11th May, 1904.

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Hongkong, 1904.

HAMBURG LETTER.

[FROM OUR OWN CORRESPONDENT.]

Hamburg, 15th April.

At the risk of repeating much of what your readers may already have seen in other newspapers I purpose giving them a short review of the latest publication (the second) of the General Staff in Berlin on the war in South Africa, beginning with the landing of Lords Roberts and Kitchener at the Cape and ending with the capture of Bloemfontein. A few pages of criticism are added to each chapter, which I do not feel competent to discuss, but which I do not think I ought to pass over altogether. An ever-recurring reproach to the British officers and men is that of want of watchfulness and of remissness in reconnoitring, particularly in distant scouting. British officers, it is asserted, have frequently been heard to say that they much preferred being occasionally in a tight hole to the weariness and fatigue of constant scouting. The writer considers this to be a most dangerous principle, and one for which they have had to pay dearly during the campaign. To it he attributes most of the reverses and surprises of which there have been so many and the great number of favourable opportunities lost, opportunities of which advantage has not been taken, for instance, the loss of their stores and wagons at Waterford by the 14th Division on Feb. 15, 1900; the immunity with which Gen. Cronje was allowed to effect his retreat on Paardeberg in the night of the 13th-14th Feb., right across the front of the 6th Division at a distance of only a couple of miles, when a spirited attack might have annihilated his army completely, encumbered as it was with women and children and a long train of wagons; then again, the ignorance as to the exact whereabouts of the Boers displayed by some of the several bodies of troops as they converged upon Cronje's position on the Modder River, &c. On the whole, however, he speaks well of both officers and men, praising their discipline, their pluck, and their endurance, and dwelling at length on the human spirit which they manifested on all occasions. With regard to this I quote the following passage which, coming from so high an authority, should for ever silence the slanderous reports spread by the Continental Press during the war, and still believed by a great number of people abroad. The writer states (page 62) that he feels it to be his duty as a conscientious historian to contradict the false accounts of an ill-informed Press, and to declare from a full knowledge of the facts that the conduct of the British troops in their encounters with organised bodies of the enemy, such as they were in the beginning of the war, made proof of the same humanity and chivalrous feeling as was shown by the Boers.

Later on, when the loosely organised and ill-disciplined levies of the Burghers lost all cohesion and appeared more in the character of irregular combatants than of a regular army, the border-line between organised forces and a hostile population became more and more effaced, and the feelings of the British soldiers naturally more embittered. That the British commanders under the circumstances adopted stronger measures was not only justifiable, but absolutely necessary, and in having recourse to reprisals of increasing severity, that may have sometimes seemed to border on harshness, the military authorities acted from a sense of duty, desirous of protecting the lives of their soldiers in every way. Besides military history teaches us that the longer a war lasts the greater grows the animosity and bitterness of feeling on both sides, blunting all humane and chivalrous sentiments. Such will always happen in long protracted campaigns, even in the best disciplined armies, and it is all the less surprising in this instance, when it is borne in mind that the irregular bodies raised on the spur of the moment could not possibly be imbued with the same military feeling as the trained British soldier. Excesses committed by individuals of a brutal character are inevitable in war.

In relating the events which preceded the surrender, the writer does full justice to Lord Kitchener's energy in hastening up the various divisions and brigades, and to his determination to attack Cronje's camp on the Modder River without delay, as some of the more energetic Boer leaders were hurrying to the rescue; but he thinks his dispositions on the first day were not well thought out, the movements of the different bodies of troops as they advanced lacking cohesion; the firing after getting to, say, 500 to 600 yards from the enemy's lines, was for want of reserves, not sufficiently well sustained to prepare the way for the final charge, which consequently failed.

When at last General Cronje had surrendered unconditionally the exhausted state of his army and the wretched condition of the horses, more particularly, did not permit Lord Roberts to take advantage of the disorganized state of the Boers and to continue his march on Bloemfontein at once. Besides, the necessity of provisioning the army for at least a week ahead, as the country itself could supply but little, rendered a halt imperative.

The enemy availed himself of this pause to take up a strong and well-fortified position near Poplars Grove, but when the British troops, after their rest, resumed their advance the Boers offered little resistance but, demoralised as they still were, fled in almost a panic, in spite of the strenuous endeavours of their leaders to bring them to a stand. Presidents Kruger and Steyn, who had arrived on the scene of action in order to inspire them with fresh confidence, narrowly escaped being taken prisoners by the English. Unfortunately the condition of the cavalry was still such as to forbid an effective pursuit, and the Boers once more had time given them to rally and take up a fresh position.

The British were marching on Bloemfontein in three columns, of which the one on the left was commanded by General French, General Kelly-Kenny leading the van with the 9th Division. He found the enemy strongly entrenched near Driefontein, determined to arrest his advance. Their spirits had indeed risen to such a degree that, according to the statement of a German officer fighting on their side, they no longer presented the appearance of a scared and dismounted body of irregulars, but almost that of disciplined troops. General Kelly-Kenny, perceiving that the Boers were prepared to offer serious resistance, tried to communicate with General French, but in vain. Finding himself left to his own resources he accepted the responsibility, and without delay gave his orders for the attack. He handled his men so skillfully that the German critic calls it *masterful* (exemplary), and that the Boers after a stubborn fight were forced to retire.

Once more General De Wet and other leaders tried to make a stand behind entrenchments thrown up in haste in the immediate vicinity of the capital, but the burghers had lost heart; they retreated precipitately, and the British army was allowed to enter Bloemfontein without firing another shot. Had Lord Roberts been in a position to follow up the advantage gained, by a rapid march on Pretoria, the war might have been brought to a speedy termination. But this was impossible under the circumstances; the provisioning of the troops, the necessity of devising measures for the security of his lines of communication, and the enormous loss of cavalry horses during the advance, hampered his movements and obliged him to remain at Bloemfontein for the moment. The struggle was destined to go on for another two long years.

Lord Roberts's endeavours to increase the number of mounted troops at his disposal meets with unqualified approval, but it is thought that by taking away the divisional cavalry and forming separate divisions of horse he deprived the different bodies of troops of the means of obtaining information and of remaining in touch with the enemy and with each other.

There were three roads leading to Bloemfontein, one by the Orange River and Springfontein, another by Bethulie and Norval's Pont, and a third one by Kimberley. In choosing the last named Lord Roberts was no doubt acting from a knowledge of the enormous difficulties which the other two presented to the provisioning of the army, and the selection is approved of by the critic, but he should have made the relief of Kimberley his foremost object as blamed from a strategical point of view; it was time lost, for the town was in no immediate danger, whilst a rapid advance into the Orange Free State would have compelled the Boers to raise the siege of their own accord. It is to be assumed, however, that the General was acting under pressure from home.

Amongst the accounts of the various encounters with the enemy during the advance General French's cavalry charge at Klip Drift occupies a prominent place. As the writer says, "the two front brigades, in open order, followed at a few hundred yards distance by the third, enveloped in clouds of dust rushed across the veld a grand sight unfolded itself before the eyes of the 6th Division, who looked on with bated

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SHIPPING.

ARRIVALS.

| DESTINATION | VESSEL'S NAMES | FLAG | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|----------------|---------------|-----------------|-------------------------|-----------------------|
| LONDON & ANTWERP, VIA SINGAPORE, & LONDON, &c., VIA PORTS OF CALL | FORMOSA | Brit. str. | B. H. W. Snow | P. & O. S. N. Co. | To-day, at 5 P.M. |
| | CHUSAN | Brit. str. | W. B. Palmer | P. & O. S. N. Co. | 21st inst., at Noon. |
| | ALCINOUS | Brit. str. | | BUTTERFIELD & SWIRE | 24th inst. |
| | DEUCALION | Brit. str. | | BUTTERFIELD & SWIRE | 7th June. |
| | AGAMEMNON | Brit. str. | | BUTTERFIELD & SWIRE | 21st June. |
| MARSEILLES, &c., VIA PORTS OF CALL | POLYNEZIEN | Le Coispelier | Le Coispelier | MESSAGERIES MARITIMES | 17th inst., at 1 P.M. |
| BREMEN, VIA PORTS OF CALL | BYZEN | Ger. str. | Förner | MELCHERS & CO. | 17th inst., at Noon. |
| HAVRE & HAMBURG | ARTEMISIA | Ger. str. | Gronnemeyer | HAMBURG-AMERIKA LINIE | To-day. |
| HAVRE & BREMEN & HAMBURG | STRASSBURG | Ger. str. | Stern | HAMBURG-AMERIKA LINIE | 17th inst. |
| HAVRE & HAMBURG | SEGOVIA | Ger. str. | Madsen | HAMBURG-AMERIKA LINIE | 31st inst. |
| HAVRE & HAMBURG | NURNBERG | Ger. str. | Förck | HAMBURG-AMERIKA LINIE | 14th June. |
| HAVRE & HAMBURG | M. BACQUEHEM | Aus. str. | Jahring | HAMBURG-AMERIKA LINIE | 28th June. |
| HAVRE & HAMBURG | ACHILLES | Brit. str. | Russovich | SANDER, WIELER & CO. | 20th inst., P.M. |
| TRISTE, &c., VIA SINGAPORE, &c. | BIEZ HUEL | Brit. str. | | BUTTERFIELD & SWIRE | 18th inst. |
| GENOA, MARSEILLES & LIVERPOOL | RAS ISRA | Brit. str. | | STANDARD OIL CO. | 17th inst. |
| NEW YORK, VIA SUEZ CANAL | SATSUMA | Brit. str. | | SHEWAN, TOMES & CO. | 26th inst. |
| NEW YORK, VIA SUEZ CANAL | TARTAR | Brit. str. | | DODWELL & CO., LTD. | About 3rd June. |
| VANCOUVER, VIA SHANGHAI, &c. | E. OF CHINA | Brit. str. | | CANADIAN PACIFIC R. CO. | 21st inst. |
| VICTORIA (B.C.) & SEATTLE VIA NAKA, &c. | CALCHAS | Brit. str. | | CANADIAN PACIFIC R. CO. | 1st June. |
| VICTORIA (B.C.) & TACOMA VIA JAPAN, &c. | SHAWMUT | Brit. str. | | BUTTERFIELD & SWIRE | 17th inst. |
| PORTLAND, OREGON | ARAGONIA | Brit. str. | W. M. Smith | DODWELL & CO., LIMITED | 21st inst. |
| AUSTRALIAN PORTS | EMPIRE | Brit. str. | Schuldt | PORTLAND & ASIA CO. | 14th June. |
| AUSTRALIAN PORTS | CHANGSHA | Brit. str. | Helms | GIBB, LIVINGSTON & CO. | 15th inst., D'light. |
| YOKOHAMA & KOBE | CEYLON | Brit. str. | | BUTTERFIELD & SWIRE | 2nd June. |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | CEYLON | Brit. str. | | BUTTERFIELD & SWIRE | 13th inst. |
| MOJI & SALINA CRUZ (MEXICO) | CEYLON | Brit. str. | | P. & O. S. N. CO. | About 20th inst. |
| SHANGHAI, NAGASAKI, HICHO & YOKOHAMA | CEYLON | Brit. str. | | CHINA COM. S. CO. | 21st inst., at 4 P.M. |
| SHANGHAI | FOOCHOW | Brit. str. | R. Pesch | MELCHERS & CO. | Quick despatch. |
| SHANGHAI, KOBE & YOKOHAMA | WHAMPOA | Brit. str. | | BUTTERFIELD & SWIRE | To-day. |
| SHANGHAI | AUSTRALIEN | Fren. str. | | SHEWAN, TOMES & CO. | To-morrow. |
| NINGPO & SHANGHAI | COROMANDEL | Brit. str. | Voron | MESSAGERIES MARITIMES | About 16th inst. |
| FOOCHOW, VIA SWATOW & AMOY | SINGA | Brit. str. | C. R. Longden | P. & O. S. N. CO. | 21st inst. |
| TAMSUI, VIA SWATOW & AMOY | TRIUMPH | Jap. str. | | BUTTERFIELD & SWIRE | 12th inst. |
| M. STEUVE | TAMSUI | Jap. str. | A. Hanson | OSAKA SHOSEN KAISHA | 25th inst., 10 A.M. |
| FEITHJOF | TAMSUI | Jap. str. | T. Brandt | OSAKA SHOSEN KAISHA | 15th inst., 10 A.M. |
| TRITOS | TAMSUI | Jap. str. | H. A. Haraldsen | OSAKA SHOSEN KAISHA | 22nd inst., 10 A.M. |
| KANSU | RUBI | Am. str. | H. Kraft | OSAKA SHOSEN KAISHA | 15th inst., 10 A.M. |
| BINONDO | RUBI | Brit. str. | D. Aldanis | BUTTERFIELD & SWIRE | 18th inst. |
| EMPIRE | RUBI | Brit. str. | R. W. Almond | BARRETTO & CO. | 14th inst., 10 A.M. |
| SUNGKANG | RUBI | Brit. str. | Helms | SHEWAN, TOMES & CO. | 15th inst., D'light. |
| MANILA DIRECT | ZAFIRO | Brit. str. | R. Rodger | BUTTERFIELD & SWIRE | 17th inst. |
| MANILA | ZAFIRO | Brit. str. | T. W. Garlick | DODWELL & CO., LTD. | 21st inst., 10 A.M. |
| CEBU & ILOILO | ZAFIRO | Brit. str. | | SHEWAN, TOMES & CO. | About 8th June. |
| BOMBAY, VIA SINGAPORE & PENANG | ISCRIMA | Ital. str. | Magazinini | BUTTERFIELD & SWIRE | 17th inst. |
| | | | | CALOWITZ & CO. | To-day, at Noon. |

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamer
"EMPIRE,"
Captain Helms, will be despatched for the above port on SUNDAY, the 13th inst., at DAY-LIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904. [1072]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamer

"EMPIRE,"

Captain Helms, will be despatched for the above port on SUNDAY, the 13th inst., at DAY-LIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904. [1032]

THE Steamer

"ISCHIA,"

Captain Magazinini, will be despatched as above TO-DAY, the 12th instant, at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 5th May, 1904. [14]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamer

"AUSTRALIEN,"

Captain Veron, will be despatched for the above ports on or about MONDAY, the 16th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 10th May, 1904. [12]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX;

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904,

at 1 P.M., the Company's Steamer "POLYNEZIEN," Captain Le Coispelier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARESILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Maresilles, and accepted in transit through Maresilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 16th May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th May, 1904. [12]

NOT RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, NOR

THE OWNERS WILL BE RESPONSIBLE

FOR ANY DEBT contracted by the Officers or

the Crew of the following Vessels during the stay in Hongkong Harbour.

ECLIPSE, British 4-m. barque, J. McBryde—Standard Oil Co.

LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

VESSELS ADVERTISED AS LOADING.

| DESTINATION | VESSEL'S NAMES | FLAG | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|----------------|---------------|---------------|-----------------------|-----------------------|
| LONDON & ANTWERP, VIA SINGAPORE, & LONDON, &c., VIA PORTS OF CALL | FORMOSA | Brit. str. | B. H. W. Snow | P. & O. S. N. Co. | To-day, at 5 P.M. |
| | CHUSAN | Brit. str. | W. B. Palmer | P. & O. S. N. Co. | 21st inst., at Noon. |
| | ALCINOUS | Brit. str. | | BUTTERFIELD & SWIRE | 24th inst. |
| | DEUCALION | Brit. str. | | BUTTERFIELD & SWIRE | 7th June. |
| | AGAMEMNON | Brit. str. | | BUTTERFIELD & SWIRE | 21st June. |
| MARSEILLES, &c., VIA PORTS OF CALL | POLYNEZIEN | Le Coispelier | | MESSAGERIES MARITIMES | 17th inst., at 1 P.M. |
| BREMEN, VIA PORTS OF CALL | BYZEN | Ger. str. | Förner | MELCHERS & CO. | 17th inst., at Noon. |
| HAVRE & HAMBURG | ARTEMISIA | Ger. str. | Gronnemeyer | HAMBURG-AMERIKA LINIE | To-day. |
| HAVRE & BREMEN & HAMBURG | STRASSBURG | Ger. str. | Stern | HAMBURG-AMERIKA LINIE | 17th inst. |
| HAVRE & HAMBURG | SEGOVIA | Ger. str. | Madsen | HAMBURG-AMERIKA LINIE | 31st inst. |
| HAVRE & HAMBURG | NURNBERG | Ger. str. | Förck | HAMBURG-AMERIKA LINIE | 14th June. |
| HAVRE & HAMBURG | M. BACQUEHEM | Aus. str. | Russovich | SANDER, WIELER & CO. | 25th inst., P.M. |
| HAVRE & HAMBURG | ACHILLES | Brit. str. | | BUTTERFIELD & SWIRE | 18th inst. |
| HAVRE & HAMBURG | BIEZ HUEL | Brit. str. | | | |

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
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JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA POETS.

OUTWARDS.

| PROM | STEAMERS | DUE |
|-----------------------|-----------------|--------------|
| GLASGOW and LIVERPOOL | "CALCHAS"..... | On 15th May. |
| GLASGOW and LIVERPOOL | "DARDANUS"..... | On 21st May. |
| GLASGOW and LIVERPOOL | "YANGTSZE"..... | On 28th May. |
| GLASGOW and LIVERPOOL | "DIOMED"..... | On 3rd June. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|---------------------------------|------------------|---------------|
| GENOA, MARSEILLES and LIVERPOOL | "ACHILLES"..... | On 18th May. |
| LONDON and ANTWERP | "ALCINOUS"..... | On 24th May. |
| LONDON and ANTWERP | "DECALION"..... | On 7th June. |
| LONDON and ANTWERP | "AGAMEMNON"..... | On 21st June. |

* Taking cargo for Liverpool by London rates.

TRANS-PACIFIC SERVICE.

| FOR | STEAMERS | TO SAIL |
|---|----------------|--------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA | "CALCHAS"..... | On 17th May. |

For freight, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 5th May, 1904.

VESSELS ON THE BERTH

HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain Samuel Dell Smith.
DEPARTURES from Hongkong, on week days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M., from Macao, week days at about 2 P.M., and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3½ hours to reach Macao.

MING YN & CO.,
2nd Floor, 16, Victoria Street,
Hongkong 8th September, 1903.

FOR CANTON.

THE now and fast Twin-Screw Steamer

"SAN CHEUNG".

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbours Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo freight very moderate.
CHEUNG ON STEAMBOAT CO., LTD.,
No. 147, Connaught Road Central,
Hongkong, 15th March, 1904. [27]

GRACA & CO.,
FOREIGN AND COLONIAL STAMP
DEALERS.

No. 53, PEEL STREET, HONGKONG,
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE
STAMPS in large or small quantities for cash.

AGENTS WANTED.

15 to 25 per cent. Discount allowed. [28]

MARTIN'S
APIOL & STEEL
PILLS
for Ladies.

A French Remedy for all Irritations. Thousands of cases of the following diseases have been cured by the use of this Remedy. It is the only Remedy of its kind in the world. It is a Remedy of the first class and must be administered. Those who use them recommend them to all their friends.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

[76]

NOW READY.

THE DIRECTORY AND CHRONICLE
FOR CHINA, JAPAN, COREA, INDO-CHINA,
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MALAY STATES, NETHERLANDS, INDIA, PHILIP-
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THE CHINA DIRECTORY

AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR

1904.

THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

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PHILIPPINES

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NEW PLAN OF DALNY

PLAN OF FOREIGN CONCESSION, SHANGHAI

PLAN OF HONGKONG (SHANGHAI) WITH INSET

Showing the EXTENDED SETTLEMENT

LARGE PLAN OF THE CITY OF VICTORIA

PLAN OF PEAK DISTRICT, VICTORIA

PLAN OF KOWLOON

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PLAN OF SINGAPORE

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The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights, and Measures, and other Commercial Information including—

TREATIES WITH CHINA

Great Britain—Nanking, 1842, Tientsin

1858; Tariff Agreement and Rules, 1858

1860; Rules for Joint Investigation of Crimes, 1860; Convention of Tientsin, 1860; Choo

1870, with Additional Article; Opium Convention, 1870; Chungking Convention, 1891; Tientsin Sikkim Convention, 1890; Burmese Convention 1897; Kowloon Extension, 1898; Weihaiwei 1898; Convention, Commercial, 1902.

France—Tientsin, 1858; Convention, 1860

Tientsin, 1865; Conventions, 1866, 1867, and 1869; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional, 1868; Peking, 1880; Immigration, 1894; Commercial, 1895.

Germany—Tientsin, 1861; Peking, 1880

Kiaochau Convention, 1898; Railway and Mining Concessions, 1898.

France—Tientsin, 1865; Liactung Convention, 1866; Commercial, 1866; New Ports, 1896. Supplementary Commercial, 1903.

Russia—St. Petersburg, 1851; Russian Land Trade, 1851; Port Arthur and Talienshan Agreement, 1888.

Portugal, 1888.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

